ArcelorMittal Burns Harbor, LLC.
Flat Carbon Steel

ArcelorMittal

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. Peter Ramanauskas. RCRA Corrective Action Project Manager
United States Environmental Protection Agency, Region 5
77 Jackson Boulevard (LU-9J)
Chicago, IL 60604-3507

April 22, 2015
PJ/DW/PSA

Subject:

Quarterly Progress Report for the Locomotive Fueling Station
ArcelorMittal Burns Harbor, LLC, IND003913423

Dear Mr. Ramanauskas,

Per our recent conversation, enclosed is the report, "Quarterly Progress Report October through December 2014 Diesel Fuel Free Product Recovery Locomotive and Mobile Equipment Shop" dated February 16, 2015. This document is being submitted in order to receive EPA agreement that no further action is warranted at the Locomotive Diesel Fueling Station areas.

The Corrective Action Completion Report for Diesel Impacted Soil which was previously submitted and this quarterly progress report provide documentation that an appropriate and complete response to the discovery of the historical release was implemented

These reports conclude all of the corrective measures requirements for the Burns Harbor facility. Therefore, it is also requested that Burns Harbor receive your written concurrence that the requirement to maintain financial assurance for corrective action is no longer needed.

If there are any questions, comments or concerns regarding this matter, please contact me at (219) 787-4643
Sincerely,

Teri Kirk
Environmental Engineer

Enclosure

Cc: D. P. Bley

ArcelorMittal Burns Harbor, LLC.
Environmental Mgmt. Dept.
250 W. U.S. Highway 12
Burns Harbor, IN 46304
USA

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WEAVER
BOOS
CONSULTANTS
LLC
GEO-ENVIRONMENTAL ENGINEERS
AND SCIENTISTS

August 3, 2010
Project No. 2387354-04-03

Ms. Theresa Kirk
Environmental Engineer
ArcelorMittal Burns Harbor, LLC
250 West U.S. Highway 12
Burns Harbor, IN 46304-9745

Re: Quarterly Progress Report
May 2010 through July 2010
Diesel Fuel Free Product Recovery
Locomotive and Mobile Equipment Shop

Dear Ms. Kirk:

Weaver Boos Consultants, LLC (Weaver Boos) has completed this progress report as described in Weaver Boos Proposal No. M90405A, dated April 29, 2010, and as authorized by ArcelorMittal Steel USA (ArcelorMittal) Purchase Order No. B155085 (Lines 8 through 14).

BACKGROUND INFORMATION AND PURPOSE

A subsurface release of diesel fuel was discovered north of the Locomotive and Mobile Equipment Shop during a routine construction project in late 2007. Substantial remedial efforts were mounted, which included the removal of over 3,000 cubic yards of diesel fuel-impacted soil and the recovery of free product from the open excavation using a vacuum truck. Several inches of free product was found to remain in monitoring wells drilled after restoration of the site. ArcelorMittal subsequently retained Weaver Boos to design and deploy a free product recovery system utilizing vacuum enhanced in-well skimming technology.

The remediation system was completed, deployed, and placed into service on March 18, 2009 as illustrated on **Figure 1**. Detailed descriptions of the design, construction, and field configuration of the remediation system are provided in our first quarterly progress report dated August 4, 2009 and omitted herein for brevity. This report succinctly summarizes the continuing operation of the

remediation system and results obtained during its fifth quarter of operations extending from May 2010 through July 2010.

OPERATIONS AND MAINTENANCE

Operation of the remediation system has been nearly continuous since it was placed into service. Weaver Boos operated, monitored, and maintained the system during weekly site visits consistent with the standard operating procedure (SOP) provided with the first written progress report. Performance was measured by gauging the accumulation tank and by checking the apparent thickness of diesel fuel free product in the recovery wells. Operating parameters requiring adjustment include setting the vacuum level (12 to 16 inches of water) and setting the pump intake levels to match fluctuating groundwater levels in the wells. Maintenance items included checking and replacement of the vapor extraction system's inline filter as needed, checking and replacement of the air compressor intake filter as needed, regular replacement of the air compressor lubricating oil, and clearing the vapor extraction collection lines of condensate each week.

Weekly operations and maintenance report forms completed between May 5, 2010 and July 29, 2010 are provided in **Appendix A**. On June 17, 2010, we found that the product accumulation tank was full and the system had automatically shut down as designed. The product accumulation tank was subsequently emptied by Tierra Environmental and the system was re-started. On June 24, 2010 we found that the air compressor autodrain line had failed and the system shut down again. On June 29, 2010, we replaced the air compressor receiver autodrain tube and re-started the system.

RESULTS

The remediation system has thus far recovered approximately 733 gallons of diesel fuel and approximately 199 gallons of ancillary groundwater since remediation began on March 18, 2009. The quantities of diesel fuel and water collected by the remediation system are summarized on **Table 1**. Approximately 108 gallons of the total diesel fuel recovered were collected during the recently completed quarter ending on July 29, 2010. The free product accumulation tank presently contains 151 gallons of fluid, representing approximately 30 percent of its capacity.

Cumulative diesel fuel recovered is charted as shown on **Figure 2**. The chart of cumulative free product recovered shows an approximately linear trend through October 2009, after which the

accumulation of product began to taper. Beginning in May 2010, the accumulation of free product began to increase again. The calculated rate of diesel fuel recovery (gallons per day) is charted on **Figure 3**. Through October 2009 the rate of recovery frequently exceeded 3.0 gallons per day. Beginning in November 2009 through May 2010, the rate was typically less than 1.0 gallons per day, suggesting a declining trend. During May through July 2010 the rate of recovery increased noticeably.

The apparent thickness of free product measured in recovery wells RW-1, RW-2, RW-3, and RW-4 is summarized in **Table 2**. The thickness is described as "apparent" because it represents what is present in the well at the time of measurement and does not necessarily represent the thickness of mobile free product in the aquifer. The actual thickness in the aquifer formation is usually less than the apparent thickness measured in a well. Additionally, the applied vacuum tends to increase the thickness of free product in a well, while the regular pumping of the recovery wells reduces its thickness. Time trends of apparent free product thickness are charted for the recovery wells as shown in **Figure 3**.

CONCLUSIONS AND RECOMMENDATIONS

The remediation system continues to perform in accordance with its design parameters and has thus far recovered approximately 733 gallons of diesel fuel since remediation began on March 18, 2009. Approximately 108 gallons of the total diesel fuel recovered were collected during the recently completed quarter ending on July 29, 2010. The rate of diesel fuel recovery began to taper in November 2009, suggesting that depletion of the recoverable free product had occurred. However, the rate of recovery increased noticeably in May 2010, suggesting variability in the quantity of recoverable diesel fuel remaining in the subsurface.

Based on these findings, Weaver Boos recommended that ArcelorMittal continue the operation and a purchase order amendment was subsequently issued for additional operations through October 31, 2010.

Weaver Boos appreciates this opportunity to be of service and looks forward to bringing this project to a satisfactory conclusion. If there are any comments or questions regarding this information please do not hesitate to call us at (574) 271-3447.

Very truly yours,

Weaver Boos Consultants, LLC

Steven M. Stanford, LPG
Senior Project Manager

LICENSED
STEVEN M. STANFORD
No. 968
STATE OF INDIANA
PROFESSIONAL GEOLOGIST

GRP
7-31-2013

Attachments:

Table 1 – Diesel Fuel Free Product Recovery Summary
Table 2 – Apparent Thickness of Free Product in Wells
Figure 1 – Remediation System Layout, Locomotive & Mobile Equipment Shop
Figure 2 – Cumulative Free Product Recovery
Figure 3 – Rate of Diesel Fuel Recovery
Figure 4 – Apparent Thickness of Free Product in Wells
Appendix A – Weekly Operations and Maintenance Reports

WEAVER BOOS CONSULTANTS LLC

TABLES

Table 1
Diesel Fuel Free Product Recovery Summary
Locomotive and Mobile Equipment Repair Shop
ArcelorMittal Burns Harbor, LLC
Burns Harbor, Indiana

Date	Water in Recovery Tank (gallons)	Diesel Fuel Product in Recovery Tank (gallons)	Cummulative Total Diesel Fuel Product Removed from the Subsurface (gallons)	Approximate Rate of Recovery (gallons per day)
3/18/2009	0	0	0	---
4/2/2009	9	33	33	2.2
5/7/2009	17	67	67	1.0
5/14/2009	15	107	107	5.8
5/21/2009	21	137	137	4.3
5/28/2009	19	152	152	2.1
6/4/2009	22	169	169	2.4
6/11/2009	25	179	179	1.4
6/18/2009	25	193	193	2.0
6/25/2009	21	211	211	2.6
7/2/2009	23	243	243	4.6
7/9/2009	25	248	248	0.7
7/16/2009	25	267	267	2.7
7/23/2009	26	294	294	3.9
7/30/2009	26	317	317	3.3
8/6/2009	26	336	336	2.7
8/13/2009	12	47	383	6.7
8/20/2009	12	69	405	3.1
8/27/2009	12	72	408	0.4
9/3/2009	12	83	419	1.6
9/10/2009	13	106	442	3.3
9/17/2009	13	125	461	2.7
9/24/2009	13	131	467	0.9
10/2/2009	14	140	476	1.1
10/8/2009	15	146	482	1.0
10/15/2009	15	148	484	0.3
10/22/2009	16	175	511	3.9
10/29/2009	16	195	531	2.9
11/5/2009	31	221	557	3.7
11/12/2009	47	229	565	1.1
11/19/2009	57	226	562	-0.4
11/25/2009	62	231	567	0.8
12/3/2009	62	241	577	1.3
12/11/2009	62	255	591	1.8

Table 1
Diesel Fuel Free Product Recovery Summary
Locomotive and Mobile Equipment Repair Shop
ArcelorMittal Burns Harbor, LLC
Burns Harbor, Indiana

Date	Water in Recovery Tank (gallons)	Diesel Fuel Product in Recovery Tank (gallons)	Cummulative Total Diesel Fuel Product Removed from the Subsurface (gallons)	Approximate Rate of Recovery (gallons per day)
12/18/2009	63	255	591	0.0
12/24/2009	64	259	595	0.7
12/31/2009	64	262	598	0.4
1/7/2010	62	266	602	0.6
1/15/2010	62	271	607	0.7
1/22/2010	59	274	610	0.4
1/27/2010	62	273	609	-0.2
2/4/2010	63	272	608	-0.2
2/12/2010	63	272	608	0.0
2/18/2010	62	275	611	0.5
2/25/2010	64	276	612	0.1
3/5/2010	66	275	611	-0.1
3/12/2010	67	274	610	-0.1
3/19/2010	67	276	612	0.2
3/26/2010	68	278	614	0.3
4/1/2010	69	278	614	0.0
4/8/2010	70	280	616	0.2
4/16/2010	70	283	619	0.4
4/22/2010	70	287	623	0.5
4/30/2010	70	289	625	0.3
5/7/2010	71	299	635	1.4
5/14/2010	73	300	636	0.2
5/21/2010	73	313	649	1.8
5/28/2010	75	318	654	0.7
6/4/2010	75	326	662	1.1
6/10/2010	75	335	671	1.5
6/17/2010	75	344	680	1.3
6/24/2010	3	5	685	0.7
7/1/2010	3	6	686	0.1
7/8/2010	6	38	718	4.7
7/14/2010	29	44	724	1.0
7/22/2010	42	47	727	0.4
7/29/2010	98	53	733	0.8
GRAND TOTAL			**733**	

Note 1: The volume of water and diesel fuel contained in the tanks is based on dipstick measurements to the nearest 0.25 inch. The quantity of water is estimated using water-finding paste applied to the lower portion of the dipstick. Dipstick measurements are converted to gallons using a tank chart.

Note 2: Tank emptied on August 6, 2009 and on June 17, 2010.

Table 2
Apparent Thickness of Free Product in Wells
Locomotive and Mobile Equipment Repair Shop
ArcelorMittal Burns Harbor, LLC
Burns Harbor, Indiana

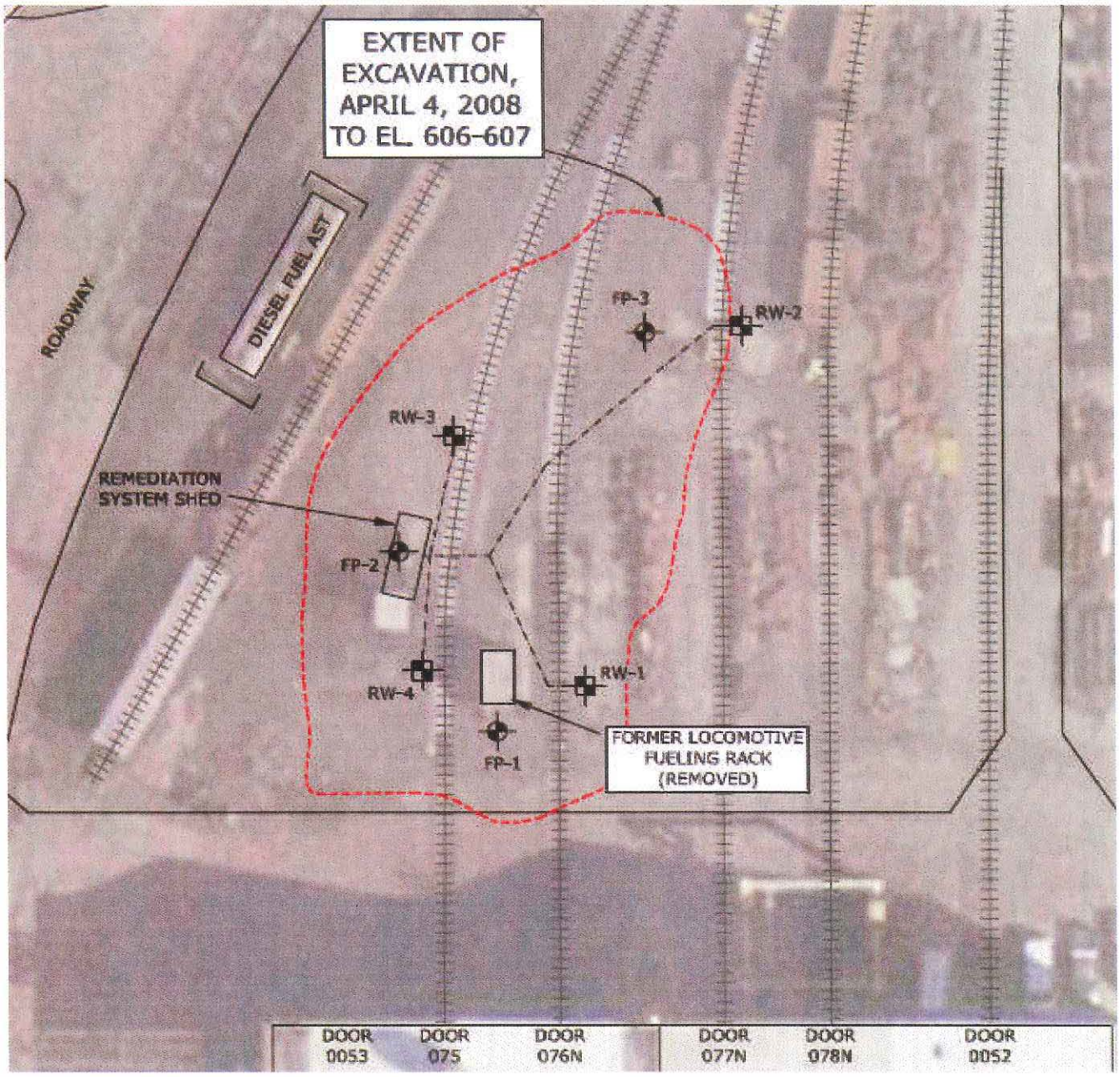
Date	Apparent Thickness of Free Product Observed in Recovery Wells (Inches)			
	RW-1	RW-2	RW-3	RW-4
3/16/2009	0.00	0.25	2.00	1.00
4/2/2009	0.00	0.19	1.75	0.01
5/7/2009	0.00	0.50	1.75	0.20
5/21/2009	0.00	0.50	1.50	0.25
5/28/2009	0.00	0.13	0.13	0.25
6/4/2009	0.005	0.13	0.38	0.13
6/11/2009	Not Measured	0.13	0.25	0.13
6/18/2009	0.005	0.13	0.38	0.005
6/25/2009	0.005	0.13	0.38	0.005
7/2/2009	0.005	0.13	0.25	0.005
7/9/2009	0.005	0.13	0.25	0.005
7/16/2009	0.005	0.13	0.25	0.13
7/23/2009	0.005	0.13	0.25	0.13
7/30/2009	0.005	0.25	0.375	0.005
8/6/2009	0.005	0.375	0.375	0.005
8/13/2009	0.005	0.5	4.5	0.5
8/20/2009	0.005	0.5	0.75	0.5
8/27/2009	0.005	0.25	0.375	0.25
9/3/2009	0.005	0.25	0.375	0.25
9/10/2009	0.005	0.25	2.75	0.25
9/17/2009	0.005	0.25	5.0	5.5
9/24/2009	0.005	0.25	5.0	5.0
10/2/2009	0.005	0.25	5.0	7.0
10/8/2009	0.005	0.25	6.0	7.5
10/15/2009	0.005	0.9	8.0	9.8
10/22/2009	0.005	0.125	0.8	2.0
10/29/2009	0.19	0.125	0.005	0.5
11/5/2009	0.005	0.125	0.25	0.005
11/12/2009	0.005	0.125	0.25	0.125
11/19/2009	0.005	0.125	0.25	0.125
11/25/2009	0.005	0.125	0.375	0.25
12/3/2009	0.005	0.125	0.5	0.375
12/11/2009	0.005	0.5	0.5	0.125
12/18/2009	0.005	0.38	0.5	0.125
12/24/2009	0.005	0.125	0.5	0.25

Table 2
Apparent Thickness of Free Product in Wells
Locomotive and Mobile Equipment Repair Shop
ArcelorMittal Burns Harbor, LLC
Burns Harbor, Indiana

Date	Apparent Thickness of Free Product Observed in Recovery Wells (Inches)			
	RW-1	RW-2	RW-3	RW-4
12/31/2009	0.005	0.005	0.25	0.125
1/7/2010	0.005	---	---	0.188
1/15/2010	0.005	0.125	0.75	0.25
1/22/2010	0.005	0.25	1.0	0.375
1/27/2010	0.005	0.125	0.75	0.375
2/4/2010	0.005	0.25	1.0	0.375
2/12/2010	0.50	0.375	0.75	0.375
2/18/2010	0.005	0.125	0.125	0.005
2/25/2010	0.005	0.125	0.125	0.005
3/5/2010	0.125	0.25	0.625	0.125
3/12/2010	0.005	0.25	0.25	0.005
3/19/2010	0.005	0.5	2.0	0.005
3/26/2010	0.005	0.25	1.0	0.005
4/1/2010	0.005	0.38	1.0	0.005
4/8/2010	0.125	0.375	0.25	0.005
4/16/2010	0.005	0.125	0.25	0.005
4/22/2010	0.005	0.25	1.0	0.0125
4/30/2010	0.005	0.13	0.25	0.005
5/7/2010	0.005	0.25	0.625	0.125
5/14/2010	0.125	0.25	0.375	0.125
5/21/2010	0.005	0.13	0.25	0.005
5/28/2010	0.005	0.125	0.75	0.125
6/4/2010	0.005	0.125	0.50	0.125
6/10/2010	0.005	0.125	0.25	0.125
6/17/2010	0.005	0.125	0.25	0.125
6/24/2010	0.005	0.25	0.25	0.125
7/1/2010	0.005	0.125	0.50	0.125
7/8/2010	0.005	0.125	0.25	1.25
7/14/2010	0.005	0.125	0.50	4.25
7/22/2010	0.005	0.005	0.25	1.50
7/29/2010	0.005	0.005	0.75	1.50

Notes: Free product checked by lowering a bottom-filling bailer into the water table surface, retriving it, and measuring with a tape. If only a trace or sheen is present, it is recorded as 0.005 inch.

FIGURES



LEGEND:

- FREE PRODUCT RECOVERY WELL
- FREE PRODUCT PIEZOMETER
- EXCAVATION EXTENTS
- RAILROAD TRACK
- AIR SUPPLY AND PRODUCT DISCHARGE LINES BURIED 24 TO 36 INCHES

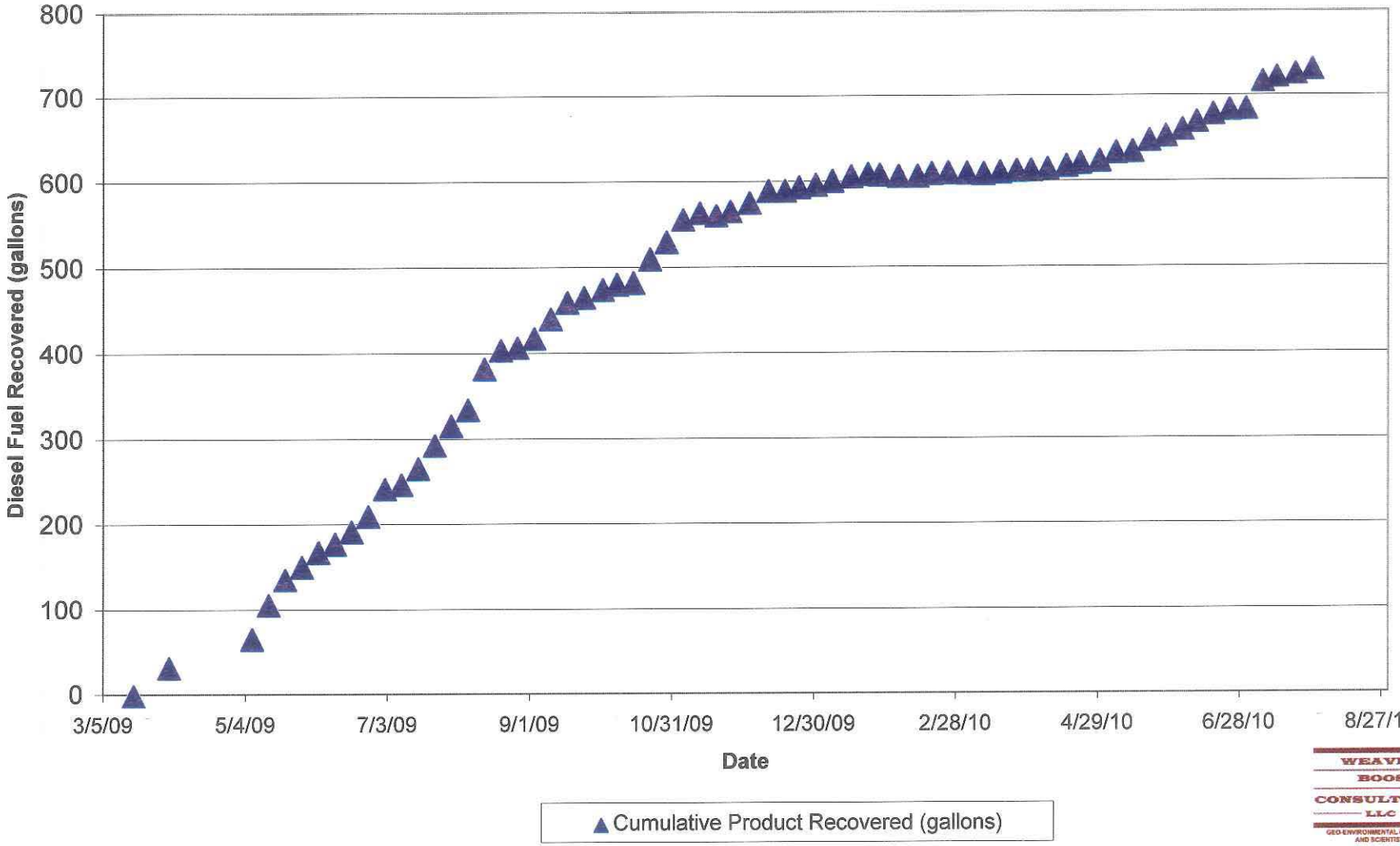
REMEDIATION SYSTEM LAYOUT
LOCOMOTIVE & MOBILE EQUIPMENT SHOP

ARCELORMITTAL BURNS HARBOR, LLC
BURNS HARBOR, INDIANA

WEAVER BOOS CONSULTANTS

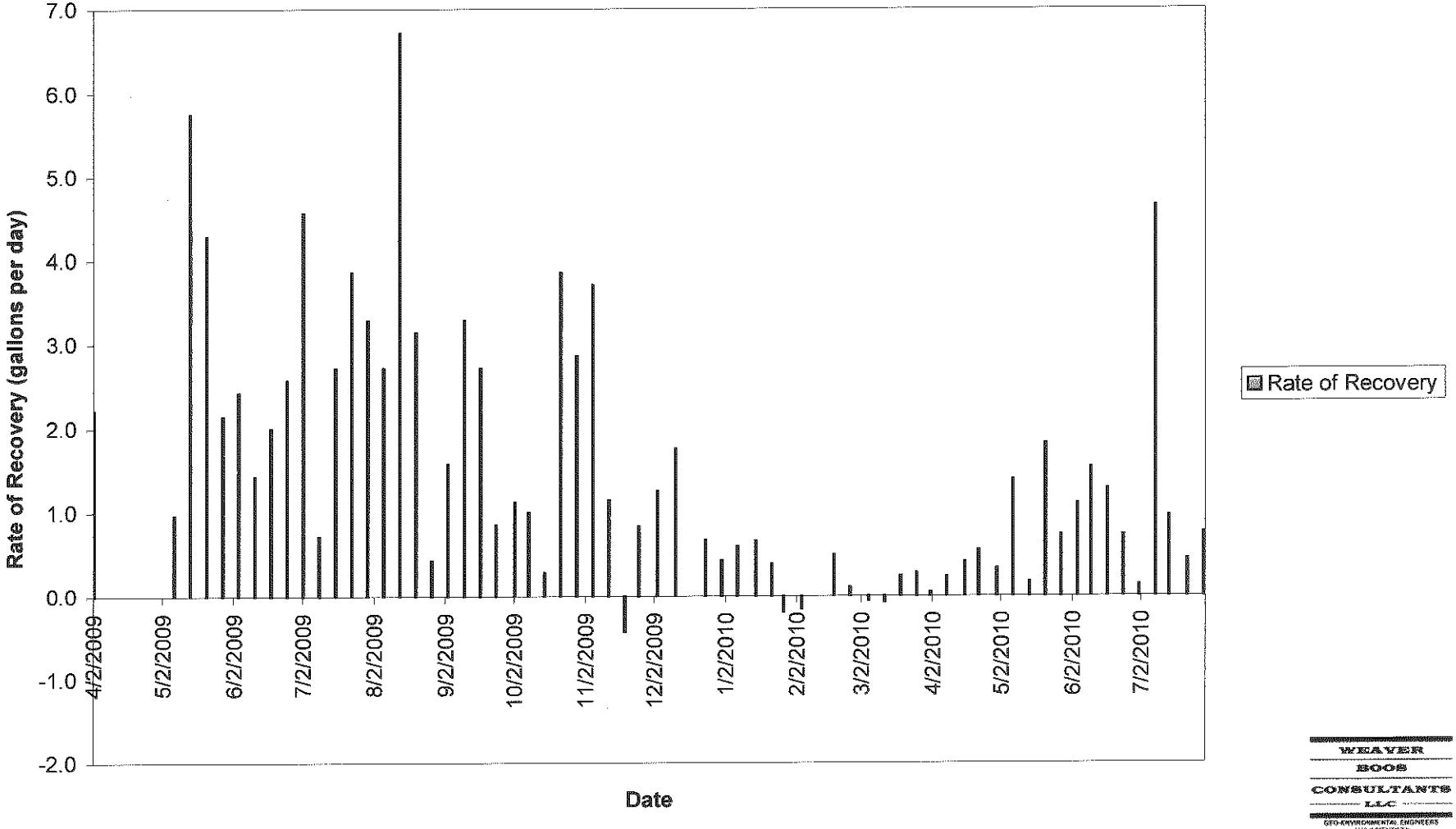
CHICAGO, IL FT. WORTH, TX	SOUTH BEND, IN (574) 271-3447	NAPERVILLE, IL SPRINGFIELD, IL
DRAWN BY: SMS	DATE: 12/14/09	FILE: 2387354-04
REVIEWED BY: SMS	CAD: SitePL.tcw	FIGURE 1

FIGURE 2
Cumulative Free Product Recovered
Locomotive and Mobile Equipment Shop



WEAVER BOOS CONSULTANTS LLC
GEO-ENVIRONMENTAL ENGINEERS AND SCIENTISTS

FIGURE 3
Rate of Diesel Fuel Recovery (gallons per day)
Locomotive and Mobile Equipment Shop



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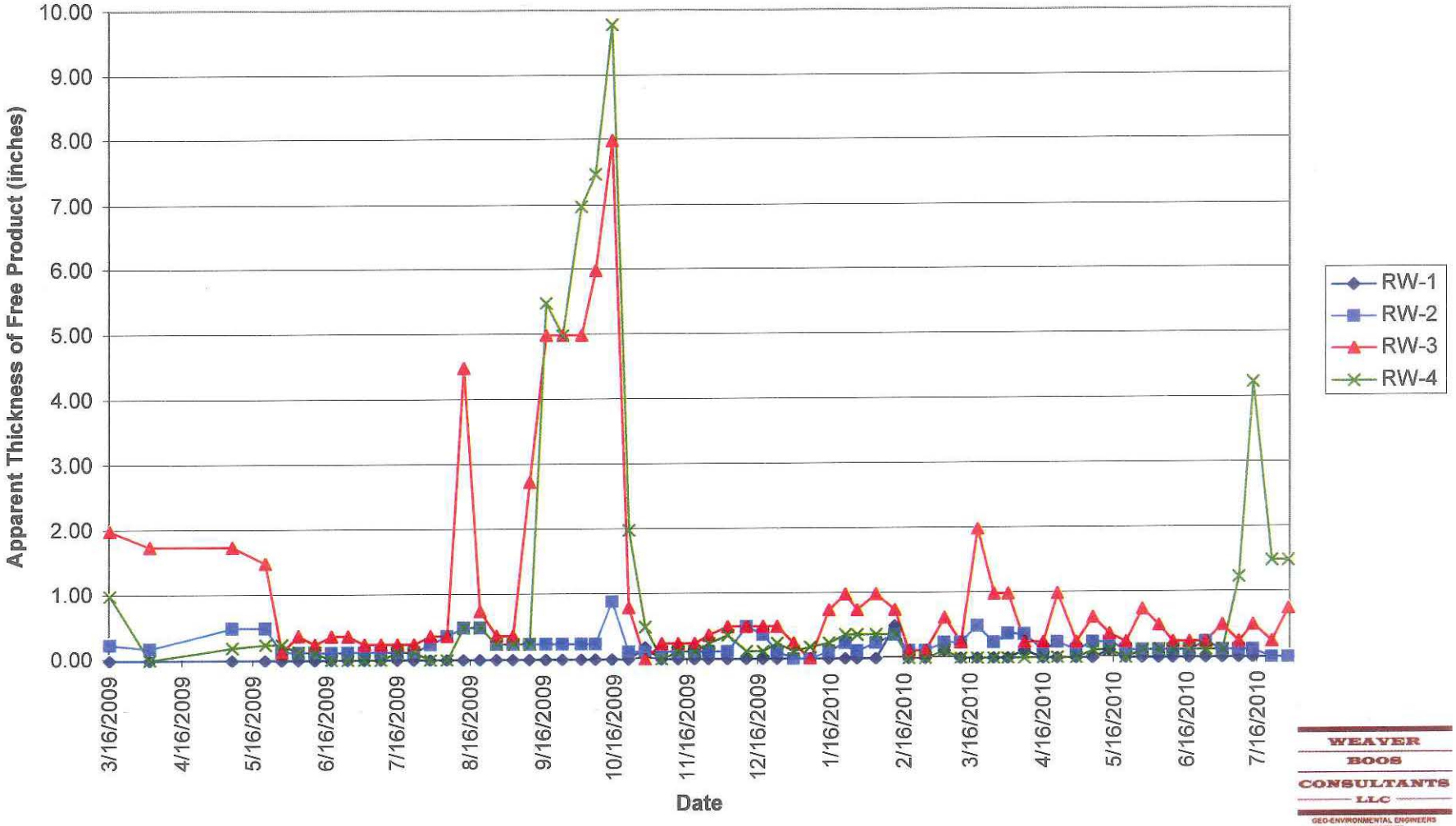
GEO-ENVIRONMENTAL ENGINEERS AND SCIENTISTS

FIGURE 4
Apparent Thickness of Free Product in Wells
Locomotive and Mobile Equipment Shop



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GEO-ENVIRONMENTAL ENGINEERS AND SCIENTISTS

APPENDIX A

Weekly Operating Records

WEAVER BOOS CONSULTANTS LLC
GEO-ENVIRONMENTAL ENGINEERS AND SCIENTISTS

Weekly Operations and Maintenance Report
Mittal Steel USA
Burns Harbor
Locomotive Shop Diesel Fuel Remediation System

Date: 5/7/2010 Time: 1:00 Observations by: Ted Greer
Weather Conditions: Rain, 54° F Weaver Boos Consultants, LLC

FUNCTIONAL PARAMETERS

Panel Warning Lights Illuminated? (Y/N): N :Full Tank N :Low Vac. N :Low Press. N :Fire Suppression
Blower Operating Normally? (Y/N): Y
Blower Vacuum on Arrival (in H_2O): 12 Blower Vacuum on Departure (in H_2O): 12
Blower Filter OK? (Y/N): Y If no, was it replaced?
Air Compressor Operating Normally? (Y/N): Y Observed cycle pressures (psi): 140 :Low 180 :High
Compressor Auto Drain OK? (Y/N): Y
Pump Pressure (psi): 80
Shed Exhaust Fan Working Normally? (Y/N): Y Set Point for Operation (°F): 90
Shed Heater Operating Normally? (Y/N): Y Set Point for Operation (°F): 50
Water in Vacuum Lines? Water drained from vacuum lines. RW-4 dead-headed pump again during draining, some blockage remains in the air line.

OIL RECOVERY MEASUREMENTS

Read from Tank Chart

Total Fluid Level in Tank (in): 32.25 Total Fluid Volume in Tank (gal): 369.38
Water Level in Tank (in): 9.375 Water Volume in tank (gal): 70.51
Oil Volume in Tank (total fluid volume less water volume (gal): 298.87

Pumping time (Read from Controller): **RW-1** 83 :hr 2 :min **RW-3** 83 :hr 2 :min
RW-2 83 :hr 1 :min **RW-4** 83 :hr 15 :min

FREE PRODUCT MEASUREMENTS

Free Product in RW-1 (in): Sheen Free Product in RW-3 (in): 0.625
Free Product in RW-2 (in): 0.25 Free Product in RW-4 (in): 0.125

Remarks: Drained knockout tank.

Contact: S. Stanford, Weaver Boos Consultants, LLC
4085 Meghan Beeler Court
South Bend, IN 46628
(574) 271-3447 Tel.
(574) 271-3343 Fax.
sstanford@weaverboos.com

Project No. 2387-354-04-00-02

WEAVER BOOS CONSULTANTS LLC
GEO-ENVIRONMENTAL ENGINEERS AND SCIENTISTS

Weekly Operations and Maintenance Report
Mittal Steel USA
Burns Harbor
Locomotive Shop Diesel Fuel Remediation System

Date: 5/14/2010 Time: 12:30 Observations by: Ted Greer
Weather Conditions: Partly cloudy, 63° F Weaver Boos Consultants, LLC

FUNCTIONAL PARAMETERS

Panel Warning Lights Illuminated? (Y/N): N :Full Tank N :Low Vac. N :Low Press. N :Fire Suppression
Blower Operating Normally? (Y/N): Y
Blower Vacuum on Arrival (in H_2O): 14, surging Blower Vacuum on Departure (in H_2O): 12
Blower Filter OK? (Y/N): Y If no, was it replaced?
Air Compressor Operating Normally? (Y/N): Y Observed cycle pressures (psi): 140 :Low 180 :High
Compressor Auto Drain OK? (Y/N): Y
Pump Pressure (psi): 80
Shed Exhaust Fan Working Normally? (Y/N): Y Set Point for Operation (°F): 90
Shed Heater Operating Normally? (Y/N): Y Set Point for Operation (°F): 50
Water in Vacuum Lines? Water drained from vacuum lines. RW-4 dead-headed pump again during draining, some blockage remains in the air line.

OIL RECOVERY MEASUREMENTS

Read from Tank Chart

Total Fluid Level in Tank (in): 32.5 Total Fluid Volume in Tank (gal): 372.59
Water Level in Tank (in): 9.5 Water Volume in tank (gal): 72.53
Oil Volume in Tank (total fluid volume less water volume (gal): 300.06

Pumping time (Read from Controller): **RW-1** 84 :hr 26 :min **RW-3** 84 :hr 26 :min
RW-2 84 :hr 25 :min **RW-4** 84 :hr 39 :min

FREE PRODUCT MEASUREMENTS

Free Product in RW-1 (in): 0.125 Free Product in RW-3 (in): 0.375
Free Product in RW-2 (in): 0.25 Free Product in RW-4 (in): 0.125

Remarks: Drained knockout tank.

Contact: S. Stanford, Weaver Boos Consultants, LLC
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sstanford@weaverboos.com

Project No. 2387-354-04-00-02

WEAVER BOOS CONSULTANTS LLC
GEO-ENVIRONMENTAL ENGINEERS AND SCIENTISTS

Weekly Operations and Maintenance Report
Mittal Steel USA
Burns Harbor
Locomotive Shop Diesel Fuel Remediation System

Date: 5/21/2010 Time: 13:30 Observations by: Ted Greer
Weather Conditions: Partly cloudy, rain, 63° F Weaver Boos Consultants, LLC

FUNCTIONAL PARAMETERS

Panel Warning Lights Illuminated? (Y/N): N :Full Tank N :Low Vac. N :Low Press. N :Fire Suppression
Blower Operating Normally? (Y/N): Y
Blower Vacuum on Arrival (in H_2O): 14, surging Blower Vacuum on Departure (in H_2O): 12
Blower Filter OK? (Y/N): Y If no, was it replaced?
Air Compressor Operating Normally? (Y/N): Y Observed cycle pressures (psi): 140 :Low 180 :High
Compressor Auto Drain OK? (Y/N): Y
Pump Pressure (psi): 80
Shed Exhaust Fan Working Normally? (Y/N): Y Set Point for Operation (°F): 90
Shed Heater Operating Normally? (Y/N): Y Set Point for Operation (°F): 50
Water in Vacuum Lines? Water drained from vacuum lines. RW-4 dead-headed pump again during draining, some blockage remains in the air line.

OIL RECOVERY MEASUREMENTS

Read from Tank Chart

Total Fluid Level in Tank (in): 33.5 Total Fluid Volume in Tank (gal): 385.31
Water Level in Tank (in): 9.5 Water Volume in tank (gal): 72.53
Oil Volume in Tank (total fluid volume less water volume (gal): 312.78

Pumping time (Read from Controller): **RW-1** 85 :hr 50 :min **RW-3** 85 :hr 50 :min
RW-2 85 :hr 49 :min **RW-4** 86 :hr 4 :min

FREE PRODUCT MEASUREMENTS

Free Product in RW-1 (in): Sheen Free Product in RW-3 (in): 0.250
Free Product in RW-2 (in): 0.13 Free Product in RW-4 (in): Sheen

Remarks: Drained knockout tank. Changed compressor pump fluid.

Contact: S. Stanford, Weaver Boos Consultants, LLC
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Project No. 2387-354-04-00-02

WEAVER BOOS CONSULTANTS LLC
GEO-ENVIRONMENTAL ENGINEERS AND SCIENTISTS

Weekly Operations and Maintenance Report
Mittal Steel USA
Burns Harbor
Locomotive Shop Diesel Fuel Remediation System

Date: 5/28/2010 Time: 13:00 Observations by: Ted Greer
Weather Conditions: Clear, 67° F Weaver Boos Consultants, LLC

FUNCTIONAL PARAMETERS

Panel Warning Lights Illuminated? (Y/N): N :Full Tank N :Low Vac. N :Low Press. N :Fire Suppression
Blower Operating Normally? (Y/N): Y
Blower Vacuum on Arrival (in H_2O): 12 Blower Vacuum on Departure (in H_2O): 12
Blower Filter OK? (Y/N): Y If no, was it replaced?
Air Compressor Operating Normally? (Y/N): Y Observed cycle pressures (psi): 140 :Low 180 :High
Compressor Auto Drain OK? (Y/N): Y
Pump Pressure (psi): 80
Shed Exhaust Fan Working Normally? (Y/N): Y Set Point for Operation (°F): 90
Shed Heater Operating Normally? (Y/N): Y Set Point for Operation (°F): 50
Water in Vacuum Lines? Water drained from vacuum lines. RW-4 dead-headed pump again during draining, some blockage remains in the air line.

OIL RECOVERY MEASUREMENTS

Read from Tank Chart

Total Fluid Level in Tank (in): 34.125 Total Fluid Volume in Tank (gal): 393.13
Water Level in Tank (in): 9.75 Water Volume in tank (gal): 75.24
Oil Volume in Tank (total fluid volume less water volume (gal): 317.89

Pumping time (Read from Controller):

RW-1	87	:hr	14	:min	**RW-3**	87	:hr	14	:min
RW-2	87	:hr	13	:min	**RW-4**	87	:hr	28	:min

FREE PRODUCT MEASUREMENTS

Free Product in RW-1 (in): Sheen Free Product in RW-3 (in): 0.75
Free Product in RW-2 (in): 0.125 Free Product in RW-4 (in): 0.125

Remarks: Drained knockout tank.

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Project No. 2387-354-04-00-02

WEAVER BOOS CONSULTANTS LLC
GEO-ENVIRONMENTAL ENGINEERS AND SCIENTISTS

Weekly Operations and Maintenance Report
Mittal Steel USA
Burns Harbor
Locomotive Shop Diesel Fuel Remediation System

Date: 6/4/2010 Time: 13:00 Observations by: Ted Greer
Weather Conditions: Clear, 77° F Weaver Boos Consultants, LLC

FUNCTIONAL PARAMETERS

Panel Warning Lights Illuminated? (Y/N): N :Full Tank N :Low Vac. N :Low Press. N :Fire Suppression
Blower Operating Normally? (Y/N): Y
Blower Vacuum on Arrival (in H_2O): 12 Blower Vacuum on Departure (in H_2O): 12
Blower Filter OK? (Y/N): Y If no, was it replaced?
Air Compressor Operating Normally? (Y/N): Y Observed cycle pressures (psi): 140 :Low 180 :High
Compressor Auto Drain OK? (Y/N): Y
Pump Pressure (psi): 80
Shed Exhaust Fan Working Normally? (Y/N): Y Set Point for Operation (°F): 90
Shed Heater Operating Normally? (Y/N): Y Set Point for Operation (°F): 50
Water in Vacuum Lines? Water drained from vacuum lines. RW-4 dead-headed pump again during draining, some blockage remains in the air line.

OIL RECOVERY MEASUREMENTS

Read from Tank Chart

Total Fluid Level in Tank (in): 34.750 Total Fluid Volume in Tank (gal): 400.82
Water Level in Tank (in): 9.75 Water Volume in tank (gal): 75.24
Oil Volume in Tank (total fluid volume less water volume (gal): 325.58

Pumping time (Read from Controller):

RW-1	88	:hr	38	:min	**RW-3**	88	:hr	38	:min
RW-2	88	:hr	37	:min	**RW-4**	88	:hr	52	:min

FREE PRODUCT MEASUREMENTS

Free Product in RW-1 (in): Sheen Free Product in RW-3 (in): 0.50
Free Product in RW-2 (in): 0.125 Free Product in RW-4 (in): 0.125

Remarks: Drained knockout tank.

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WEAVER BOOS CONSULTANTS LLC
GEO-ENVIRONMENTAL ENGINEERS AND SCIENTISTS

Weekly Operations and Maintenance Report
Mittal Steel USA
Burns Harbor
Locomotive Shop Diesel Fuel Remediation System

Date: 6/10/2010 Time: 13:30 Observations by: Ted Greer
Weather Conditions: Clear, 69° F Weaver Boos Consultants, LLC

FUNCTIONAL PARAMETERS

Panel Warning Lights Illuminated? (Y/N): N :Full Tank N :Low Vac. N :Low Press. N :Fire Suppression
Blower Operating Normally? (Y/N): Y
Blower Vacuum on Arrival (in H_2O): 14, surging Blower Vacuum on Departure (in H_2O): 12, steady
Blower Filter OK? (Y/N): Y If no, was it replaced?
Air Compressor Operating Normally? (Y/N): Y Observed cycle pressures (psi): 140 :Low 180 :High
Compressor Auto Drain OK? (Y/N): Y
Pump Pressure (psi): 80
Shed Exhaust Fan Working Normally? (Y/N): Y Set Point for Operation (°F): 90
Shed Heater Operating Normally? (Y/N): Y Set Point for Operation (°F): 50
Water in Vacuum Lines? Water drained from vacuum lines. RW-4 dead-headed pump again during draining, some blockage remains in the air line.

OIL RECOVERY MEASUREMENTS

Read from Tank Chart

Total Fluid Level in Tank (in): 35.500 Total Fluid Volume in Tank (gal): 409.96
Water Level in Tank (in): 9.75 Water Volume in tank (gal): 75.24
Oil Volume in Tank (total fluid volume less water volume (gal): 334.72

Pumping time (Read from Controller): **RW-1** 89 :hr 50 :min **RW-3** 89 :hr 50 :min
RW-2 89 :hr 49 :min **RW-4** 90 :hr 4 :min

FREE PRODUCT MEASUREMENTS

Free Product in RW-1 (in): Sheen Free Product in RW-3 (in): 0.25
Free Product in RW-2 (in): 0.125 Free Product in RW-4 (in): 0.125

Remarks: Drained knockout tank. Estimate that Holding Tank will need to be emptied by end of June.

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Project No. 2387-354-04-00-02

WEAVER BOOS CONSULTANTS LLC
GEO-ENVIRONMENTAL ENGINEERS AND SCIENTISTS

Weekly Operations and Maintenance Report
Mittal Steel USA
Burns Harbor
Locomotive Shop Diesel Fuel Remediation System

Date: 6/17/2010 Time: 13:30 Observations by: Ted Greer
Weather Conditions: Clear, 78° F Weaver Boos Consultants, LLC

FUNCTIONAL PARAMETERS

Panel Warning Lights Illuminated? (Y/N): Y :Full Tank Y :Low Vac. Y :Low Press. N :Fire Suppression
Blower Operating Normally? (Y/N): Y
Blower Vacuum on Arrival (in H_2O): 0
Blower Vacuum on Departure (in H_2O): 12, steady
Blower Filter OK? (Y/N): Y
If no, was it replaced?
Air Compressor Operating Normally? (Y/N): Y
Observed cycle pressures (psi): 140 :Low 180 :High
Compressor Auto Drain OK? (Y/N): Y
Pump Pressure (psi): 80
Shed Exhaust Fan Working Normally? (Y/N): Y
Set Point for Operation (°F): 90
Shed Heater Operating Normally? (Y/N): Y
Set Point for Operation (°F): 50
Water in Vacuum Lines? Water drained from vacuum lines. RW-4 dead-headed pump again during draining, some blockage remains in the air line.

OIL RECOVERY MEASUREMENTS

Read from Tank Chart

Total Fluid Level in Tank (in): 36.25
Total Fluid Volume in Tank (gal): 418.90
Water Level in Tank (in): 9.75
Water Volume in tank (gal): 75.24
Oil Volume in Tank (total fluid volume less water volume (gal): 343.66

Pumping time (Read from Controller):

RW-1	91	:hr	14	:min	**RW-3**	91	:hr	15	:min
RW-2	91	:hr	15	:min	**RW-4**	91	:hr	28	:min

FREE PRODUCT MEASUREMENTS

Free Product in RW-1 (in): Sheen
Free Product in RW-3 (in): 0.25
Free Product in RW-2 (in): 0.125
Free Product in RW-4 (in): 0.125

Remarks: System had shut down due to high-level switch being set off. Holding tank level at shutdown was 418.9 gallons. In future, recommend emptying tank at 390 gallons to prevent automatic shut down of system. Holding tank emptied and system was successfully restarted.

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Project No. 2387-354-04-00-02

WEAVER BOOS CONSULTANTS LLC
GEO-ENVIRONMENTAL ENGINEERS AND SCIENTISTS

Weekly Operations and Maintenance Report
Mittal Steel USA
Burns Harbor
Locomotive Shop Diesel Fuel Remediation System

Date: 6/24/2010 Time: 12:30 Observations by: Ted Greer
Weather Conditions: Clear, 73° F Weaver Boos Consultants, LLC

FUNCTIONAL PARAMETERS

Panel Warning Lights Illuminated? (Y/N): N :Full Tank Y :Low Vac. Y :Low Press. N :Fire Suppression
Blower Operating Normally? (Y/N):
Blower Vacuum on Arrival (in H_2O): 0
Blower Vacuum on Departure (in H_2O): 0, See Notes
Blower Filter OK? (Y/N):
If no, was it replaced?
Air Compressor Operating Normally? (Y/N):
Observed cycle pressures (psi): :Low :High
Compressor Auto Drain OK? (Y/N):
Pump Pressure (psi): 0
Shed Exhaust Fan Working Normally? (Y/N): Y
Set Point for Operation (°F): 90
Shed Heater Operating Normally? (Y/N): Y
Set Point for Operation (°F): 50
Water in Vacuum Lines? System down due to problem with compressor.

OIL RECOVERY MEASUREMENTS

Read from Tank Chart

Total Fluid Level in Tank (in): 2.00
Total Fluid Volume in Tank (gal): 7.39
Water Level in Tank (in): 1.00
Water Volume in tank (gal): 2.64
Oil Volume in Tank (total fluid volume less water volume (gal): 4.75

Pumping time (Read from Controller): **RW-1** 92 :hr 38 :min **RW-3** 92 :hr 38 :min
RW-2 92 :hr 37 :min **RW-4** 92 :hr 52 :min

FREE PRODUCT MEASUREMENTS

Free Product in RW-1 (in): Sheen
Free Product in RW-3 (in): 0.25
Free Product in RW-2 (in): 0.25
Free Product in RW-4 (in): 0.125

Remarks: System had shut down due a leak in a pressure line on the compressor which was discovered upon attempts to restart the system. Informed S. Stanford and he will expedite repairs.

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Project No. 2387-354-04-00-02

WEAVER BOOS CONSULTANTS LLC
GEO-ENVIRONMENTAL ENGINEERS AND SCIENTISTS

Weekly Operations and Maintenance Report
Mittal Steel USA
Burns Harbor
Locomotive Shop Diesel Fuel Remediation System

Date: 7/1/2010 Time: 13:00 Observations by: Ted Greer
Weather Conditions: Clear, 75° F Weaver Boos Consultants, LLC

FUNCTIONAL PARAMETERS

Panel Warning Lights Illuminated? (Y/N): N :Full Tank N :Low Vac. N :Low Press. N :Fire Suppression
Blower Operating Normally? (Y/N): Y
Blower Vacuum on Arrival (in H_2O): 12 Blower Vacuum on Departure (in H_2O): 12
Blower Filter OK? (Y/N): N If no, was it replaced? Due to be replaced next visit
Air Compressor Operating Normally? (Y/N): Y Observed cycle pressures (psi): 145 :Low 175 :High
Compressor Auto Drain OK? (Y/N): Y
Pump Pressure (psi): 80
Shed Exhaust Fan Working Normally? (Y/N): Y Set Point for Operation (°F): 90
Shed Heater Operating Normally? (Y/N): Y Set Point for Operation (°F): 50
Water in Vacuum Lines? Purge water from air lines.

OIL RECOVERY MEASUREMENTS

Read from Tank Chart

Total Fluid Level in Tank (in): 2.25 Total Fluid Volume in Tank (gal): 8.78
Water Level in Tank (in): 1.13 Water Volume in tank (gal): 3.14
Oil Volume in Tank (total fluid volume less water volume (gal): 5.64

Pumping time (Read from Controller): **RW-1** 94 :hr 2 :min **RW-3** 94 :hr 2 :min
RW-2 94 :hr 1 :min **RW-4** 94 :hr 16 :min

FREE PRODUCT MEASUREMENTS

Free Product in RW-1 (in): Sheen Free Product in RW-3 (in): 0.50
Free Product in RW-2 (in): 0.125 Free Product in RW-4 (in): 0.125

Remarks: Autodrain line on compressor was repaired and the system is running nominally.

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Project No. 2387-354-04-00-02

WEAVER BOOS CONSULTANTS LLC
GEO-ENVIRONMENTAL ENGINEERS AND SCIENTISTS

Weekly Operations and Maintenance Report
Mittal Steel USA
Burns Harbor
Locomotive Shop Diesel Fuel Remediation System

Date: 7/8/2010 Time: 13:00 Observations by: Ted Greer
Weather Conditions: Partly cloudy, 80° F Weaver Boos Consultants, LLC

FUNCTIONAL PARAMETERS

Panel Warning Lights Illuminated? (Y/N): N :Full Tank N :Low Vac. N :Low Press. N :Fire Suppression
Blower Operating Normally? (Y/N): Y
Blower Vacuum on Arrival (in H_2O): 12 Blower Vacuum on Departure (in H_2O): 12
Blower Filter OK? (Y/N): N If no, was it replaced? Due to be replaced next visit
Air Compressor Operating Normally? (Y/N): Y Observed cycle pressures (psi): 145 :Low 175 :High
Compressor Auto Drain OK? (Y/N): Y
Pump Pressure (psi): 80
Shed Exhaust Fan Working Normally? (Y/N): Y Set Point for Operation (°F): 90
Shed Heater Operating Normally? (Y/N): Y Set Point for Operation (°F): 50
Water in Vacuum Lines? Purge water from air lines.

OIL RECOVERY MEASUREMENTS

Read from Tank Chart
Total Fluid Level in Tank (in): 6.75 Total Fluid Volume in Tank (gal): 44.29
Water Level in Tank (in): 1.75 Water Volume in tank (gal): 6.07
Oil Volume in Tank (total fluid volume less water volume (gal): 38.22

Pumping time (Read from Controller): **RW-1** 95 :hr 25 :min **RW-3** 95 :hr 26 :min
RW-2 95 :hr 25 :min **RW-4** 95 :hr 34 :min

FREE PRODUCT MEASUREMENTS

Free Product in RW-1 (in): Sheen Free Product in RW-3 (in): 0.25
Free Product in RW-2 (in): 0.125 Free Product in RW-4 (in): 1.25

Remarks:

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Project No. 2387-354-04-00-02

WEAVER BOOS CONSULTANTS LLC
GEO-ENVIRONMENTAL ENGINEERS AND SCIENTISTS

Weekly Operations and Maintenance Report
Mittal Steel USA
Burns Harbor
Locomotive Shop Diesel Fuel Remediation System

Date: 7/14/2010 Time: 13:00 Observations by: Ted Greer
Weather Conditions: Partly cloudy, 80° F Weaver Boos Consultants, LLC

FUNCTIONAL PARAMETERS

Panel Warning Lights Illuminated? (Y/N): N :Full Tank N :Low Vac. N :Low Press. N :Fire Suppression
Blower Operating Normally? (Y/N): Y
Blower Vacuum on Arrival (in H_2O): 12 Blower Vacuum on Departure (in H_2O): 12
Blower Filter OK? (Y/N): N If no, was it replaced? Due to be replaced next visit
Air Compressor Operating Normally? (Y/N): Y Observed cycle pressures (psi): 145 :Low 175 :High
Compressor Auto Drain OK? (Y/N): Y
Pump Pressure (psi): 80
Shed Exhaust Fan Working Normally? (Y/N): Y Set Point for Operation (°F): 90
Shed Heater Operating Normally? (Y/N): Y Set Point for Operation (°F): 50
Water in Vacuum Lines? Purge water from air lines.

OIL RECOVERY MEASUREMENTS

Read from Tank Chart

Total Fluid Level in Tank (in): 9.50 Total Fluid Volume in Tank (gal): 72.53
Water Level in Tank (in): 5.00 Water Volume in tank (gal): 28.58
Oil Volume in Tank (total fluid volume less water volume (gal): 43.95

Pumping time (Read from Controller): **RW-1** 96 :hr 38 :min **RW-3** 96 :hr 39 :min
RW-2 96 :hr 38 :min **RW-4** 96 :hr 52 :min

FREE PRODUCT MEASUREMENTS

Free Product in RW-1 (in): Sheen Free Product in RW-3 (in): 0.50
Free Product in RW-2 (in): 0.125 Free Product in RW-4 (in): 4.25

Remarks: Kink noticed in the blue nylon tube in the well head at RW-4. Consider replacement of the line.

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Project No. 2387-354-04-00-02

WEAVER BOOS CONSULTANTS LLC
GEO-ENVIRONMENTAL ENGINEERS AND SCIENTISTS

Weekly Operations and Maintenance Report
Mittal Steel USA
Burns Harbor
Locomotive Shop Diesel Fuel Remediation System

Date: 7/22/2010 Time: 13:00 Observations by: Ted Greer
Weather Conditions: Overcast, 82° F Weaver Boos Consultants, LLC

FUNCTIONAL PARAMETERS

Panel Warning Lights Illuminated? (Y/N): N :Full Tank N :Low Vac. N :Low Press. N :Fire Suppression
Blower Operating Normally? (Y/N): Y
Blower Vacuum on Arrival (in H_2O): 12 Blower Vacuum on Departure (in H_2O): 12
Blower Filter OK? (Y/N): N If no, was it replaced? Due to be replaced next visit
Air Compressor Operating Normally? (Y/N): Y Observed cycle pressures (psi): 145 :Low 175 :High
Compressor Auto Drain OK? (Y/N): Y
Pump Pressure (psi): 80
Shed Exhaust Fan Working Normally? (Y/N): Y Set Point for Operation (°F): 90
Shed Heater Operating Normally? (Y/N): Y Set Point for Operation (°F): 50
Water in Vacuum Lines? Purged water from air lines.

OIL RECOVERY MEASUREMENTS

Read from Tank Chart

Total Fluid Level in Tank (in): 11.00 Total Fluid Volume in Tank (gal): 89.36
Water Level in Tank (in): 6.50 Water Volume in tank (gal): 41.91
Oil Volume in Tank (total fluid volume less water volume (gal): 47.45

Pumping time (Read from Controller): **RW-1** 98 :hr 14 :min **RW-3** 98 :hr 15 :min
RW-2 98 :hr 14 :min **RW-4** 98 :hr 28 :min

FREE PRODUCT MEASUREMENTS

Free Product in RW-1 (in): Sheen Free Product in RW-3 (in): 0.25
Free Product in RW-2 (in): Sheen Free Product in RW-4 (in): 1.50

Remarks:

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WEAVER BOOS CONSULTANTS LLC
GEO-ENVIRONMENTAL ENGINEERS AND SCIENTISTS

Weekly Operations and Maintenance Report
Mittal Steel USA
Burns Harbor
Locomotive Shop Diesel Fuel Remediation System

Date: 7/29/2010 Time: 12:30 Observations by: Ted Greer
Weather Conditions: Clear, 80° F Weaver Boos Consultants, LLC

FUNCTIONAL PARAMETERS

Panel Warning Lights Illuminated? (Y/N): N :Full Tank N :Low Vac. N :Low Press. N :Fire Suppression
Blower Operating Normally? (Y/N): Y
Blower Vacuum on Arrival (in H_2O): 16, surging Blower Vacuum on Departure (in H_2O): 12
Blower Filter OK? (Y/N): Y If no, was it replaced?
Air Compressor Operating Normally? (Y/N): Y Observed cycle pressures (psi): 140 :Low 180 :High
Compressor Auto Drain OK? (Y/N): Y
Pump Pressure (psi): 80
Shed Exhaust Fan Working Normally? (Y/N): Y Set Point for Operation (°F): 90
Shed Heater Operating Normally? (Y/N): Y Set Point for Operation (°F): 50
Water in Vacuum Lines? Purged water from air lines.

OIL RECOVERY MEASUREMENTS

Read from Tank Chart

Total Fluid Level in Tank (in): 16.0 Total Fluid Volume in Tank (gal): 150.88
Water Level in Tank (in): 11.75 Water Volume in tank (gal): 98.14
Oil Volume in Tank (total fluid volume less water volume (gal): 52.74

Pumping time (Read from Controller): **RW-1** 99 :hr 38 :min **RW-3** 99 :hr 38 :min
RW-2 99 :hr 37 :min **RW-4** 99 :hr 51 :min

FREE PRODUCT MEASUREMENTS

Free Product in RW-1 (in): Sheen Free Product in RW-3 (in): 0.75
Free Product in RW-2 (in): Sheen Free Product in RW-4 (in): 1.50

Remarks: Drained knockout tank

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Project No. 2387-354-04-00-02

ArcelorMittal Burns Harbor, LLC.
Flat Carbon Steel

ArcelorMittal

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. Peter Ramanauskas. RCRA Corrective Action Project Manager
United States Environmental Protection Agency, Region 5
77 Jackson Boulevard (LU-9J)
Chicago, IL 60604-3507

August 19, 2015
PJ/DW/PSA

Subject:

Progress Report and Termination Request - Locomotive Fueling Station
ArcelorMittal Burns Harbor, LLC, (IND003913423)

Dear Mr. Ramanauskas,

In response to your e-mail of May 6, 2015, enclosed is the report, "Progress Report and Termination Request – Corrective Measures for Diesel Fuel Release Locomotive and Mobile Equipment Shop" dated August 7, 2015. This document is being submitted in order to receive EPA agreement that no further action is warranted at the Locomotive Diesel Fueling Station areas.

During the second quarter, groundwater samples were obtained from the remediation wells and a piezometer. The sampling results are compared to the Indiana Department of Environmental Management's RISC industrial default closure levels and RCG screening levels for vapor intrusion at industrial sites (Table 5 of the report). Those results indicate that BTEX and PAH's were well below screening levels. In addition, the skimmer pumps were out of service for the first quarter and part of the second quarter of 2015 for reconditioning. The lack of removal resulted in very little apparent build-up of product. The pumps were reinstalled in April. Despite the outage, only 10 gallons of product were recovered during the second quarter and no product recovery occurred after May 22, 2015.

The Corrective Action Completion Report for Diesel Impacted Soil which was previously submitted and the subject report provide documentation that an appropriate response to the discovery of the historical release of diesel fuel was implemented and completed. These reports conclude all of the corrective measures requirements for the Burns Harbor facility. Therefore, it is also requested that Burns Harbor receive your written concurrence that the requirement to maintain financial assurance for corrective action is no longer needed.

ArcelorMittal Burns Harbor, LLC.
Environmental Mgmt. Dept.
250 W. U.S. Highway 12
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ArcelorMittal

If there are any questions, comments or concerns regarding this matter, please contact me at (219) 787-4643

Sincerely,

Teri Kirk
Environmental Management Department

Enclosure

Cc: D. P. Bley

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